





## Intimations.

**DAKIN BROS. OF CHINA, LIMITED,**  
DISPENSING CHEMISTS.

WINE AND SPIRIT DEPARTMENT.

WHISKY, SCOTCH, F. O. S. DAKIN.

A blend of the finest Whiskies produced in Scotland, fully matured in wood before bottling. White Capsule \$10 per dozen, \$1 per bottle.

BENAVON.—A perfectly pure clean spirit with a distinct peat taste; entirely free from fusel oil or other deleterious substance.

Square bottle, Gold Capsule, \$7 per dozen, 65 cents per bottle.

DAKIN BROS. OF CHINA, LIMITED.

(Telephone No. 60.)

No. 21 & 24, QUEEN'S ROAD CENTRAL.  
Hongkong, 20th October, 1890.

## WINES AND SPIRITS.

BY APPOINTMENT.

**A. S. WATSON & CO., LD.**  
(ESTABLISHED A.D. 1841.)  
HONGKONG.

WE invite attention to the following old lauded Brands, all of which are of excellent quality and good value for the money. The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case	Per Bottle
A Alto Douro, good quality, Green Capsule.....	\$10	\$1.00
B Vintage, Superior quality, Red Capsule.....	12	1.10
C Fine Old Vintage, Superior quality, Black Seal Capsule.....	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C Manzanilla, Pale, Natural, Green Capsule.....	10	1.00
CC Sherry, White Capsule.....	10	1.00
Natural Sherry, Red Seal Capsule.....	10	1.00
D Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....	14	1.50
E Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottled).....	14	1.50
CLARETS.		
A Superior Breakfast Claret, Red Capsule.....	\$4	\$4.50
B St. Estephe, Red Capsule.....	4.50	5.00
C St. Julien.....	7	7.50
D La Rose.....	11	12.00
BRANDY.		
A Hennessy's Old Pale, Red Capsule.....	\$12	\$1.10
B Superior Very Old Cognac, Red Capsule.....	14	1.25
C Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1874 Vintage, Red Capsule.....	24	2.00
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule.....	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule.....	8	0.75
C Watson's Aboulen-Glenlivet, Trade Mark, with Name and Trade Mark.....	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10
IRISH WHISKY.		
A John Jameson's Old, Green Capsule.....	8	0.75
B John Jameson's Fine Old, Green Capsule.....	10	1.00
C John Jameson's Very Fine Old, Green Capsule.....	12	1.10
D Jameson's BOURBON WHISKY, Enclosed, Red Capsule, with Name.....	10	1.00
GIN.		
A Fine Old Tom, White Capsule.....	4.50	0.40
B Fine Unsweetened, White Capsule.....	4.50	0.40
C Fine A. V. H. Geneva.....	5.50	0.50
RUM.		
Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Lecard Island.....	\$1.50 per Gallon.	
LIQUEURS.		
Benedictine.....	Maraschino	
Curaçao.....	Herring's Cherry Cordial	
Chartreuse.....	Dr. Slegert's Angostura Bitters, &c.	

## DEATH.

On the 20th September, at Chester, Pa. U.S.A. LAFAYETTE LONDON BUSH.

The Hongkong Telegraph.  
HONGKONG, WEDNESDAY, NOVEMBER 5, 1890.

## TELEGRAMS.

COUNT VON MOLTKE.

LONDON, October 27th.

The ninetieth birthday of Field Marshal Count Von Moltke has been celebrated in the most marked manner. His Imperial Majesty the Emperor personally congratulated the Field Marshal in the presence of the generals and staff of the Army.

## EAST AFRICA.

An Italian East African Company has been founded with a capital of twenty million francs.

THE IRISH MEMBERS AT NEW YORK.

November 1st.  
Messrs. John Dillon and Patrick J. O'Brien were given an immense reception by the New York Irish Societies.

## SHANGHAI RACES.

(By Telegram.)

Stewards:—J. M. Ringer, Esq.; A. McLeod, Esq.; W. Hawley, Esq.; Inn. MacGregor, Esq.; O. Schuffenhauer, Esq.; Robt. Mackenzie, Esq.; and H. J. H. Tripp, Esq.

THIRD DAY, WEDNESDAY, 5TH NOVEMBER.

The FLAVAY PLATE, value, Tls. 100; for China ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

Mr. Waveny's blk. Nohromat, 11st. 4lb..... 1

The PARI-MUTUEL CUP, value, Tls. 200, added to a Sweepstakes of Tls. 10 each; second pony to receive 30 per cent., and the third pony to 20 per cent. of the Stakes; for China ponies; weight for inches as per scale; entrance, Tls. 10; 80 per cent. of the entrance fees to go to the winner until the Cup is won, when the second pony shall receive same; the remaining 20 per cent. to be allowed to accumulate, and the accumulation in excess of Tls. 500 (to be retained for a new Cup) is to be paid to the winner. One mile.

Mr. Sassoon's gr. Eureka, 11st. .... 1

The CHAU-SHANG-KIUK CUP, value, Tls. ....

founded by the directors and employees of the C. M. S. N. Co., for China ponies that have never run at any meeting in China or Hongkong previous to date of entry at each meeting, to be won at any of the meetings, the bond fee property of the same owner or owners; weight for inches as per scale; entrance, Tls. 10; 80 per cent. of the entrance fees to go to the winner until the Cup is won, when the second pony shall receive same; the remaining 20 per cent. to be allowed to accumulate, and the accumulation in excess of Tls. 500 (to be retained for a new Cup) is to be paid to the winner. One mile.

Mr. Sassoon's gr. Syce, 10st. 12lb. .... 1

The MANCHU STAKES, a Sweepstakes of Tls. 5 each, with Tls. 100 added, for China Ponies that have run and not won a race, First Pony to receive 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent. weight for inches as per scale. One Mile and a Quarter.

Mr. Chantrey's wh. Autocrat, 11st. 4lb..... 1

The COSMOPOLITAN CUP, value, Tls. 150; Second Pony, Tls. 50 for China Ponies, weight for inches as per scale, winners to receive Tls. 100 extra; three or more races, 15lbs. extra entrance, Tls. 5. One Mile and Three-Quarters.

Mr. J. D. Humphrey's gr. Vigour, 11st. 4lb. .... 1

The CONSOLATION CUP, value, Tls. 100, for ponies that have run at this meeting and not won a race, and entered otherwise than as per scale, entrance, Tls. 5. Once Round.

Mr. Chouffeur's gr. Elegant, 11st. 4lb..... 1

The CHAMPION SWEEPSTAKES, a forced entry for and open only to winners at this meeting; optional for this winners of the Consolation Cup and the Hack Stakes, not exceeding 14 hands 3 inches in height, weight for inches as per scale, entrance, Tls. 10, winners of two races, Tls. 15 extra; of more than two races, Tls. 40 extra. One Mile and a Quarter.

Mr. Sassoon's sk. Hero, .... 1

The GRAND NATIONAL STEEPCHASE, value, Tls. 150, for China Ponies, Second Pony, Tls. 50, weight for inches as per scale, winners of a Steeplechase at any previous meeting in Shanghai, 15lbs. extra, non-winners of a Steeplechase allowed 15lbs. entrance, Tls. 5. Twice Round a Course selected by the Stewards.

Mr. Middy's dun Kingcraft, 10st. 13lb. .... 1

## LOCAL AND GENERAL.

ANOTHER of the victims of the junk explosion on Saturday died today.

THE P. & O. S. N. Co.'s steamer *Antona* left Nagasaki for this port yesterday at 4 p.m.

The French cruiser *Villars* left for Haiphong this morning, amid cheers from the crews of the English and Russian men-of-war.

We are glad to learn that H. E. Liu Ming-chuan, the energetic Governor of Formosa, who has been very ill of late, is now declared to be much better by his foreign medical advisers, Drs. Renan and Angier.

ACCORDING to the *L. & C. Express*, a telegram from Constantinople states that the Sultan has granted pensions of double the amount ordinarily due, to the families of those who perished in the wreck of the *Erigouri*.

The following are the names and scores of the first seven in the recent Golf Handicap:—

E. C. H. Grant.....107-25-83

Dr. Craig.....96-10-85

Dr. Fogarty.....123-37-86

G. Stewart.....96-7-89

Capt. Irvine.....102-13-89

Rev. C. J. Todd.....105-16-89

Dr. Nolan.....126-37-89

THERE is now being played at the Kado-no-Shibaya, the largest theatre in Osaka, a "dramatised novel" by Mr. Tolstoy; it is a very well staged affair altogether. The lowest priced seat, says the *Hyogo News*, is \$3; the chief actor, Udani, receives \$2,000 per month; and \$20 is paid nightly for the use of a foreign plane. As the piece is advertised for twenty nights, the hire system in this case is more beneficial to the theatre than the hire.

The half-yearly statement of accounts of the Chartered Mercantile Bank of India, Australia, and China, to 30th June last, has been issued, showing a net profit, after providing for bad and doubtful debts, and including the balance brought forward, of \$60,289,351.11d. The Directors have appropriated the above amount as follows:—

\$18,750 to payment of a dividend amount, free of income tax, of 5 per cent. per annum, free of income tax, and \$50,539,351.11d. carried forward to the next half-year. The Directors inform the shareholders that it will probably be necessary to reserve, as a provision against doubtful debts at one of the branches, a large portion of the amount carried forward to this half-year.

We learn from Hongkong (says the *Naval and Military Argus*) that the *Mercury* is a decidedly unsatisfactory state. The vessel was only commissioned for foreign service on Feb. 18 last, but in the month of August had been already three months in the dockyard hands at Hongkong. She was ordered to proceed north for a couple of months, but to return to Hongkong in October to receive some 2,000 boiler tubes which were being sent out from England. We are informed that about 20,000 were required. Altogether the *Mercury* cannot be said to reflect much credit on the dockyard authorities at Portsmouth, where she was on hand for a considerable period before being placed in commission.

The Kowloon boy-potting affair has been settled by Mr. Mahomed Arab handing over fifty Mexicanos to the papa of the slightly wounded urchin.

The Superintendent of the P. & O. S. N. Co. courteously informs us that the steamship *Miraflores*, with the next English mail, left Singapore for this port at 5 p.m. yesterday.

The London *Gazette* of the 26th Sept. says that the following candidates have been certified by the Civil Service Commissioners as qualified for the appointments set against their respective names:—Hongkong.—Francis Joseph Baddeley, and John Gerald Thomas Buckle.

At the wind-up dinner between the cricket champions of Yokohama and Kobe on the 21st ult. the menu was as follows:—

Cricket Soup.  
Sole à la Pad.  
Top Score de Volaille, aux Champignons.  
Salmi de Curly Oies.  
Innings de Beef à la Cover Point Peas.  
After Tiffin Galantine.  
Long-Leg Mutton.  
Umpire Turkey.  
Yorker Ham.  
Wicket Beans.  
Good Pitch Mushrooms.  
Pudding à la Waterfingers.  
Long Slip Chantilly.  
Blazer Jelly.  
Mixed Crowd Pastry.  
Daisy Cutter Ice.  
Results. Coffins.

ONE of the most promising young members of the Police force, named McLean, No. 71, met with an untimely end in some mysterious way last night. He went on duty on Murray Pier at midnight, apparently all right, and shortly after this morning was seen lying at the bottom of the water near the steps. The Chinese doctor who discovered him gave the alarm, and an officer in the A. and S. Highlanders got the body out with a boat hook.

A doctor was signalled from H.M.S. *Rattler*, but poor McLean was beyond his aid, having apparently been in the water since 12.40, at which time his watch had stopped. He had a gash on his forehead, and his revolver was lying on the pier, but there was nothing to show how he had met with his death—he might have fallen over the edge whilst drowsy, although there was a theory afloat that some drunken sailors had assaulted him and pushed him over.

He was a little light-headed, owing to dyspepsia, contracted after being injured whilst on duty in the Road West, and the first theory is probably correct. A magisterial inquiry will shortly be held into the occurrence.

AFTER all the expectations, anticipations, and rumination that have been expressed during the last two or three months, says the *Straits Times*, it is a matter for congratulation on all sides to know that it has at last been definitely arranged for representative cricket teams from both Colombo and Hongkong to visit Singapore at the end of December.

We have been informed that tennis will form an additional feature of the visit, and, in this game, both colonies will send players. The case of the Ceylon people, the matter is still in statu quo; but as regards Hongkong the challenge is now forwarded on to the Hon. Secretary of the Victoria Club, and there at present the matter rests. Seeing the drubbing Singapore received at Hongkong in the majority of the aquatic portion of the programme which was discussed during the very pleasant visit in January last, the least Hongkong can do is to give us a chance of recovering lost honour on our own ground. But any way, if the rowing and sailing are withheld, the programme will be a very large one, and if the Singapore people entertain their visitors as Hongkong entertained the Singapore teams, then the visitors will have occasion to remember their spell in Singapore. The Colombo representatives have arranged to arrive here by the mail on the 30th or 31st December, and the China mail arrives on the same day, and arrangements are being made with a view to get both here at the same day. It is not too early for Singapore to begin to get about its cricket; rowing, and other theatricals; balls; smoking concerts and other amusements to keep up the round of enjoyment.

THE WRECK OF THE YACHT "NYANZA."

A Marine Court was held at the Harbour Office today to enquire into the circumstances attending the wreck near Ponapé, in the Caroline, of the British yacht *Nyanza*, owned by Captain Dewar, in which he and his wife were making a trip round the world. The Court was constituted as follows:—Commander Ramsey, R.N., president, Captain W. B. Seabury, steamship *China*, Captain J. Mooney, steamship *Albatross*, Staff Commander Stuart, *Albatross*, and Captain C. Watson, steamship *Pha Nang*. Mr. Hastings appeared on behalf of the owner. Captain James Cunningham Dewar stated that he was the owner of the British yacht *Nyanza* of Glasgow, and had a crew of 21 all told. They were bound to the island of Ponapé from Kusaie, which place they left on the 21st of July last, and sighted Ponapé on the morning of the 28th of July. At noon on that day the position of the ship was 6° 50' North 158° 53' West, with light breeze and smooth sea. At 1.15 p.m. he went to bed, and at 2.15 p.m. he was awakened by the ship striking. He immediately went on deck and found the ship aground on a coral reef, which she was being gradually driven higher and higher upon in about 20 minutes after striking. As she fell over on her beam ends, about 25 minutes after striking, he saw Captain Carrington after him, and proceeded to the Spanish colony at Jamestown with about 10 men. Witness left in the life boat with Mrs. Dewar, but after getting a short distance from the ship, noticing that the lights were still burning on board, he went back and put them out, and while there discovered that one man had been left on board, having been down below when the other men left. He brought him off with them. The mate was transferred from the Captain's boat to his, and Mrs. Dewar given in charge of Captain Carrington, to be taken to the Jamestown, while witness remained with the ship. As soon as it was daylight the next morning, and commenced saving what things he could, and about 2 o'clock in the afternoon Captain Carrington returned with a number of Spaniards, who gave some assistance until dark, but when asked to stay and guard the ship at night they refused to do so, and the natives then came on board, plundering everything they could find. The crew were about four days working at the ship, leaving her each night, and going to the settlement. The crew was eventually put on board a Spanish transport bound for Manila, and the yacht was left as the day, with everything belonging to her. She was on a voyage round the world at the time. Captain Carrington was shipped at San Francisco on the 28th of February, 1889, as sailing-master, and the entire navigation of the ship was left to him. While at Kobe witness became somewhat dissatisfied with him having heard through outside parties that he had been giving dinner parties aboard the ship during his absence, and using a large amount of stores etc. At Marshall Islands Captain Carrington told witness that he wished to leave the ship there, as he did not find himself very comfortable on board. Witness suggested that he should go on to Ponapé. About two minutes after the ship struck witness went on deck and saw the Captain who was standing on the port-side, fully dressed. Witness left the ship in the life-boat with Mrs. Dewar and the Captain went in the launch with the rest of the men. After they had been in the boats for a short time witness shouted to the Captain that he did not think it was right to leave the ship in the way they were doing, and Carrington asked why not? Witness replied because the natives would plunder her, and he concluded to remain by her with the mate. The ship struck about one and a half miles from shore, which distance was afterwards verified by the Captain of the Spanish transport. The usual observations were taken twice a day by the captain and chief officer, and later witness used to take them himself for practice. The observations were never verified, as there had been taken. Twenty-four hours previous to striking there was little or no current; previous to that they had experienced strong variable currents principally to the westward, which from the 21st until the 28th were 15 to 30 miles per day. After leaving Japan the yacht met with an accident, having been taken too close to the shore and bumped when swinging to her anchor. Witness considered that Captain Carrington was responsible for that. The register and log-book of the ship had been lost. Witness was entered in the register as second mate. There was no master entered on the articles. Previous to the employment of Captain Carrington he had had a man by the name of Robert Hunt, but who, while they were at Honolulu, was tried for drunkenness by a Naval court and dismissed. From Honolulu to San Francisco a Captain Holland took command, merely for the trip. The reason why he had not had Captain Carrington entered on the register was because he had had so much trouble with the previous register himself as master. He did not consider taking any responsibility on himself, as it was a common practice at home, and he explained to Captain Carrington that it was only a form, and that everything would be left to him. The position of the ship, which witness previously gave, was taken from a card which the Captain made out each day. Witness had no conversation with the Captain with reference to the navigation of the ship the night of the wreck. All orders were given by the Captain for the lowering and manning of the boats etc., witness was not consulted in any way with reference to leaving the ship the first place. Witness said he would remain on the ship until all hands were in the boats, but the Captain said there was no use for that, and all hands left the ship about the same time. Nothing was ever said to Captain Carrington for what witness considered was misconduct, during witness's absence for four months. The facts had been reported to him by some one else. The Captain was perfectly sober when witness saw him on deck after the ship struck.

John Carrington said he held a master's certificate, granted in Liverpool, but it had been lost in the wreck, along with his other papers. He was shipped in the *Nyanza* at San Francisco as acting sailing master, and he actually navigated the ship while at sea. During the afternoon of the day they grounded not more than three miles had been made, there being very light winds. He was unable to give the exact bearings of the ship, owing to the absence of his papers, which had been plundered along with his other things during the time he was away from the ship. Land had been in sight since day-light of the day they struck. They could not make bearings on the afternoon previous to striking, owing to heavy rain, and they did not take sights because she had not made over three miles from the time the last sights had been taken, and he had depended on taking bearings later on. Witness was on deck until about 9.30, during that time the ship was making from 2 to 3 knots, headed W. by N. from noon until midnight. It was clear at 9.30, with the exception of here and there a light rain squall, and the island could be seen quite distinctly. Witness was left in charge when witness went below, and had instructions to call witness a little before 12 o'clock, which he did, and witness, going on deck, satisfied himself that the ship was 8 to 10 miles from the land and running parallel with it. To make sure he altered the course to W. N. W., thus throwing her still further off the land. Witness then went below, and he felt her bump on the reef about fifteen minutes past one. Going on deck, he found the vessel struck on the reef with all sails set. He at once ordered down all the sails but the jib, which was left standing, as the vessel was falling over on her starboard side until her channels were almost in the water. Capt. Dewar came on deck shortly after and asked witness what he thought of it, and witness advised him to go below and get his valuables, etc., together, as she was hard and fast on, and in the meantime witness got the boats ready. All hands were ordered into the boats, but getting a little distance away Capt. Dewar hailed witness and said he thought one of them ought to remain near the ship till morning. It was then that witness should go to the Spanish colony, as he spoke Spanish, and get all the assistance he could and come back in the morning, while Captain Dewar and the mate remained with the ship. Witness arrived at the port about seven o'clock in the morning and returned to the ship about two o'clock the same day with about 20 or 30 men in four large boats. He did not think that the vessel was in any danger, but three days after he noticed that she was fast breaking up, and he worked three days at her, returning to the port every night, and when they left her the keel was knocked off and her beams all bent. The hull was sold to days after for \$125. Cross-examined by Mr. Hastings—He took an observation, last, at noon on the 28th July. After that he set the course W. by N., that would take them four miles off the end of the reef. At 4 p.m. the ship was in about the same position owing to it being nearly dead calm. He set the patent log shortly after noon, but could not remember what the 4 p.m. reading was, since that time. It was at that hour, 4 p.m., he attempted to verify their position by taking cross-bearings, but had no opportunity. He did not notice Sugar Loaf Hill on the island that afternoon. If he had been close enough to take cross-bearings from the Hill, had it been distinctly visible, he would have done so, but as a matter of fact the ship was too far off for that purpose to be carried into effect. When he came up before midnight he thought the ship was 8 miles off the land. He did not hear any breakers; if he had he would not have gone below. (Asked to think again and again.) He did not hear any breakers that night. He did not take his papers off the ship. His portmanteau was put in one of the boats, but not the bag containing his papers. It was with great difficulty that the boats were cleared away from the ship's side. The chief officer

should have relieved the watch at midnight but, being late, witness instructed the second mate to give him the course. He believed that the ship, having been set 3 miles inshore and the reef being 4 miles off of position by the chart, led to the wreck. As far as it was possible he verified the position of the reef after the yacht was wrecked.

To the President—The *Nyanza* belonged to the Royal Northern Yacht Club. She was well found in all respects.

Andrew Burrows, able seaman, said he remembered coming on deck (on watch) at midnight. His station was on the fore-castle-head. When the ship went hard and fast ashore he was "told off" to the life-boat. Captain Carrington handed him a black bag and said "look after this bag, it has my papers" (correcting himself) the captain said "pass this into the boat, it has my papers." Witness never saw the bag again after handing it into the boat. From his position on the look out he could see the land, but no breakers.

Robert Long, mate, said he joined the *Nyanza* in Vancouver, and was on board when she was wrecked.

Cross-examined—He remembered the sights being taken on the 28th July last. The currents were found to be variable. The course was always set by the captain. At 6 o'clock that afternoon he could see the land plainly. He got bearings from the land, but had forgotten the result. He did not know whether or not the captain took cross-bearings that afternoon. At the time of the wreck witness was on watch.

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Hongkong, 5th November, 1890. [1530] Hongkong, 25th October, 1890. [1542]



## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

## THE U. S. Mail Steamship

## "CHINA"

will be despatched for SAN FRANCISCO, via YOKOHAMA on THURSDAY, the 13th Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco, and return, \$225.00  
To San Francisco, and return, 393.75  
available for 6 months.  
To Liverpool, 325.00  
To London, 332.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

## D. HARMAN, Agent.

November 25th October 1890

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 23rd day of November, 1890, at 11 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain A. Meier, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M. Specie, and Parcels until 5 P.M. on 22nd November, (Parcels not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

## For further Particulars, apply to—

MELCHERS &amp; Co., Agents.

November 27th October 1890

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## THE Steamship

## "BELGIC"

will be despatched for San Francisco, via Yokohama, on TUESDAY, the 25th November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office till Five P.M. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco, and return, \$225.00  
To San Francisco, and return, 393.75  
available for 6 months.  
To Liverpool, 325.00  
To London, 332.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

## D. HARMAN, Agent.

November 27th October 1890

## Mails.

## CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

BATAVIA.....	FRIDAY.....	Nov. 14th.
ABYSSINIA.....	THURSDAY.....	Dec. 4th.
PARTHIA.....	THURSDAY.....	Dec. 25th.
BATAVIA.....	SUNDAY.....	Jan. 25th.
ABYSSINIA.....	THURSDAY.....	Feb. 19th.

## THE Steamship

## "BATAVIA."

Captain Williamson, sailing at NOON, on FRIDAY, the 14th November, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

## RATES OF PASSAGE.

## FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00  
To Port Townsend, Seattle, Tacoma.....\$213.00  
To Portland, Oregon.....\$220.00  
To Winnipeg, Minneapolis, St. Paul.....\$226.00  
To Chicago, Kansas City, Milwaukee.....\$227.50  
To St. Louis, Detroit, Cincinnati.....\$230.00  
To Hamilton, Kingston, London (Ont.).....\$235.00  
To Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara.....\$290.00  
To Philadelphia, Philadelphia and Washington.....\$290.00  
To Quebec, Boston, Portland (Maine).....\$295.00  
To Halifax, St. John's.....\$305.00  
To Liverpool.....\$325.00  
To London, via Liverpool.....\$330.00  
To Paris and Bremen.....\$345.00  
To Havre and Hamburg.....\$345.00  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—  
6 months at 25 per cent. off Return Fare.  
50 per cent.

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to—

ADAMSON, BELL &amp; Co., Agents.

November 27th October 1890

STEAM FOR SINGAPORE, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ROSETTA," Captain E. Crew, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY, and SUEZ CANAL, on THURSDAY, the 13th instant, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. I. WOODIN, Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, 1st November, 1890.

## Dr. Knorr's ANTIPIRYNE.

(Dose for Adults 15 to 25 grains (iv).)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for DR. KNORR'S ANTIPIRYNE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong, 29th May, 1889.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Glengyle.....	London.....	November 6th.....	Jardine, Matheson & Co.
Antonia.....	Liverpool.....	November 7th.....	Arnhold, Karberg & Co.
Prometheus.....	Liverpool.....	November 7th.....	Butterfield & Swire.
Ancona.....	Nagasaki.....	November 9th.....	P. & O. S. N. Co.
Misaki.....	London.....	November 9th.....	P. & O. S. N. Co.
Batavia.....	Vancouver.....	November 11th.....	Adamson, Bell & Co.
Electra.....	Bombay.....	November 11th.....	Siemssen & Co.
Nizam.....	Bombay.....	November 15th.....	P. & O. S. N. Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal.....	Rosetta.....	P. & O. S. N. Co.....	Nov. 13th, at noon.
London, via Suez Canal.....	Antonia.....	Butterfield & Swire.....	Nov. 7th, at 3 p.m.
London, via Suez Canal.....	Chingwo.....	Arnhold, Karberg & Co.....	About Nov. 13th.
Marseilles via Saigon, &c.....	Caledonia.....	Messageries Maritimes.....	To-morrow, at noon.
Bremen and Ports of Call.....	Braunschweig.....	Messageries Maritimes.....	Nov. 23rd, 11 a.m.
Havre, London, &c.....	Cardiganshire.....	Adamson, Bell & Co.....	About Nov. 6th.
San Francisco, via Ythama.....	Belgic.....	O. & O. S. S. Co.....	Nov. 23rd, at 1 p.m.
Vancouver, B.C., via S. & C.....	Batavia.....	Pacific Mail S. S. Co.....	Nov. 13th, at 2 p.m.
Calcutta, via Straits.....	Wingsang.....	Adamson, Bell & Co.....	Nov. 14th, at noon.
Singapore, Havre, &c.....	Lombardy.....	Jardine, Matheson & Co.....	To-morrow, at 3 p.m.
Singapore, Penang, &c.....	Anglia.....	P. & O. S. N. Co.....	Nov. 10th, at noon.
Bombay.....	Bormida.....	Carlowitz & Co.....	Nov. 8th, at noon.
Yokohama, via Nag, &c.....	Devayongse.....	Yuen Fat Hong.....	Nov. 7th, at 9 a.m.
Kobe.....	Ancona.....	P. & O. S. N. Co.....	Nov. 14th, daylight.
Shanghai, Kobe, &c.....	Kiel.....	Geo. R. Stevens & Co.....	To-morrow, at noon.
Shanghai, Kobe, &c.....	Antonia.....	Adamson, Bell & Co.....	About Nov. 8th.
Shanghai, Kobe, &c.....	Belgic.....	Messageries Maritimes.....	To-morrow, at 9 a.m.
Shanghai, via Amoy.....	Prometheus.....	Butterfield & Swire.....	November 9th.
Shanghai, via Swatow.....	Choyasang.....	Jardine, Matheson & Co.....	To-morrow, at 4 p.m.
Misaki.....	Misaki.....	P. & O. S. N. Co.....	Quick despatch.
Marie.....	Marie.....	A. R. Marty.....	To-morrow, daylight.
Halong.....	Halong.....	Douglas Laprak & Co.....	Nov. 7th, daylight.

## Intimations.

G. RENNIE STEWART, MANUFACTURERS' AGENT AND GENERAL COMMISSION MERCHANT, 12, D'AGUIAR STREET, HONGKONG.

AGENT FOR J. & R. HARVEY & Co., Dundashill Distillery, Glasgow.

McKenzie, Driscoll & Co. Wine Shippers, Jerez de la Frontera, and Oporto.

Valentin Iron & Steel Co., Glasgow. Pulsonometer Engineering Co., London. Ice Machines.

Wilson & Baird, Engineers' Ironmongers, Glasgow. Boyd & Robertson, Tweed Mills, Selkirk.

Clark Brothers, Tweed Mills, Galashiels. Estimates given for supplying and fitting up Machinery for Mills and Factories.

Illustrated Catalogues and Price Lists for all kinds of Engineering Machinery, Soda Water Machinery, Steam and Hand Sawing Machines and Wood Working Machinery, Bottling and Canning Machines, Cooking Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Pith Hats and Helmets, Paints, Oils, Varnish, Enamels, etc., etc.

Samples of Wines, Spirits, Woolen Goods, Linoleum, Floor Cloth, Machinery Belting in Leather, Rubber, and Patent Toughened Hair, Patent Scandinavian Belt Guides, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc., can be seen and prices ascertained at the above address.

The Pulsonometer Engineering Co.'s No. 1 Champion Hand Ice-Making Machine can also be seen and tried.

Hongkong, 28th August, 1890. [1230]

J. & R. HARVEY & Co., DUNDASHILL DISTILLERY, GLASGOW. Established 1770.

SCOTCH WHISKIES. Finest Pure Malt Scotch Whisky. O.H.M. Old Highland Malt Whisky. F.O.S. Fine Old Scotch Whisky. V.O.S. Very Old Scotch Whisky.

Messrs. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market of ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually. For Prices and Samples, apply to G. RENNIE STEWART, 12, D'AGUIAR STREET, HONGKONG. Sole Agent for China and Japan. Hongkong, 28th August, 1890. [1232]

PURE ICE. In from two to three minutes, by the Pulsonometer Engineering Co.'s Champion Hand Ice-Making Machine.

NO FREEZING POWDERS REQUIRED. Will Ice Carafes in one minute, and make Block Ice and Ice Cream, Ice Sparkling Wines, Soda Water, Beer, etc.

The No. 1 Machine is very portable and compact—Measurements 24" by 18" by 12". The No. 2 Machine can be seen and tried, and prices ascertained at the Office, No. 12, D'AGUIAR STREET.

All Machines tested by actual Ice-making before delivery.

G. RENNIE STEWART, Agent, Hongkong. Hongkong, 28th August, 1890. [1233]

NOTICE. JAY'S SANITARY COMPOUNDS COMPANY, LIMITED. JAY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities, to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large orders.

See ROBERT RAWLINSON, C.B., Chief Sanitary Engineer, Local Government Board, London, 4977.

"It is the best Disinfectant in use." W. G. HUMPHREYS & Co., Bank Buildings, Wellington, 10th June 1888.

DENTISTRY. FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG, Surgeon Dentist, (Formerly styled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED from the Office formerly occupied by Dr. ROGERS to No. 18, D'AGUIAR STREET, (behind the Hongkong Club).

CONSULTATION FREE. Hongkong, 15th October, 1890. [1481]

## HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

## WINTER TIME-TABLE.

WEEK DAYS. 8 to 10 A.M. every quarter of an hour. 12 (noon) to 1 P.M. every quarter of an hour. 1 to 2 P.M. every half hour. 3 to 7, 7.30 P.M. every quarter of an hour.

SATURDAYS. NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS. CHURCH TRAM at 10.40 A.M. 12 (NOON) to 2 P.M. every quarter of an hour. 3 to 7.30 P.M. every quarter of an hour. 9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent. Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MADEWEN, FRICKEL & Co., General Managers. Hongkong, 21st October, 1890. [698]

## TOURISTS.

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., Ltd., 16 BUND, YOKOHAMA, next door to Farsari's Photographic Studio.

## NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary. Hongkong, 15th August, 1889. [15]

Geo. Fenwick & Co., LIMITED, VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON AND BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880. Hongkong, 20th January, 1890. [159]

KUHN & CO., JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD. Hongkong, 21st July, 1890. [1072]

## SCOTT'S EMULSION.

OF PURE COD LIVER OIL With Hypophosphites of Lime & Soda.

PALATABLE AS MILK. The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, RHEUMATISM, AFFECTIONS OF THE GENITAL ORGANS, GOUT, AND ALL GRAVE AFFECTIONS, AND ALL WAITING DISORDERS OF CHILDREN OF ADULTS it is marvellous in its results.

Prescribed and endorsed by the best Physicians. SOLD BY ALL CHEMISTS Agents for China and Hongkong Messrs. A. S. WATSON & Co. (LIMITED), Hongkong, 10th December, 1889.

## To be Let.

## TO LET.

Immediate Possession.

OFFICES at No. 17, Praya Central (above Messrs. Douglas, Laprak & Co.'s Premises). Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 23rd October, 1890. [1346]

## TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central. 2ND FLOOR of HOUSE, No. 64, Queen's Road Central. Apply to LAI HING & Co., No. 153, Queen's Road Central. Hongkong, 22nd March, 1890. [469]

## TO LET.

NO. 25, ELGIN STREET, behind the Old Union Church. Apply to ACHEE & Co., Hongkong, 1st November, 1890. [1514]

## TO LET.

NOS. 7, 9 & 11, SEYMOUR TERRACE. NO. 4, OLD BAILEY STREET. OFFICES and CHAMBERS in Connaught House, Queen's Road Central. OFFICES in Victoria Buildings. TUSCULUM MAGAZINE GAP. No. 3, GOUGH HILL, The Peak, Furnished. Apply to DAVID SASSOON, SONS & Co., Hongkong, 10th October, 1890. [13]

## TO LET.

With Immediate Possession. BLUE BUILDING-S. FIRST FLOOR of No. 1. GROUND FLOOR of No. 2. FIRST FLOOR of No. 3. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 29th October, 1890. [1503]

## TO BE LET.

THREE HOUSES at Wild Dell Buildings, Wanchai Road. A BUNGALOW and HOUSE on the Upper Richmond Road. NO. 1 RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn. Apply to HENRY HUMPHREYS.

## TO BE LET OR SOLD.

On favourable terms, with Immediate Possession. EIGHT HOUSES at "Mountain View," Peak District, near Plunkett's Gap. If sold part of the Purchase money can remain on Mortgage. Apply to JOHN A. JUPP, 36, Queen's Road Central, Hongkong, 4th October, 1890. [1146]

## TO LET.

FROM the 1st November next, Nos. 6 and 9, UPPER MOSQUE TERRACE. For particulars, apply to H. & J. SAMPSON, No. 7, Connaught House. Hongkong, 2nd October, 1890. [1382]

## TO LET.

TWO Comfortable and well furnished Bed Rooms, with or without board. Apply to Nos. 23 & 25, QUEEN'S ROAD EAST. Hongkong, 27th September, 1890. [1359]